

Evening Ledger

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MIGHTY BLOWS FOR PEACE

The answer to peace talk, if not the cause of it, is thundering out of cannon mouths from the North Sea to the Alps. For the first time the Allies find themselves in a position to initiate and carry on with magnificent efficiency not only one but many vast offensives. They are beginning to make their superiority in men and artillery count. They are pressing the foe on many sides at once, and it is a pressure of such violence that abandonment of his trenches by the enemy is in many instances reported, a new style of warfare being adopted by him.

Just what the treason of czarism has meant to the world is evident now. The Allies had poured into Russia prodigious quantities of munitions and supplies. There was at last on the eastern front adequate preparation, reinforced by capable leadership. If, in these circumstances, Russian nobility had remained true to the cause and had not sought to betray the people to the Kaiser, already Germans and Austrians would be on the defensive from Riga to the Carpathians and the definite collapse of militarism would be clearly in sight. The end has been postponed while the new Russia makes ready her reinvigorated, and, therefore, mightier armies. The high tide of Russian retreat and weakness has been reached. Today her armies are the Continentals at Valley Forge; tomorrow they will be the hosts about Yorktown.

This is the state of affairs in Europe. In the meantime, democracy is performing her other great miracle in America. Our armies, that were laughed at, are in process of construction and at such a rate that no question of our ability to place them at the front next spring any longer exists. Our navy is doing its share to make the seas safe for democracy. The enormous wealth which has been piled up in this country in the short centuries of its development measures up to all estimates in volume, and there is scarcely a nation on earth, from the Dutch East Indies to Mexico, that does not turn to us for financial aid and succor. The immense sums we have advanced already are making themselves felt in the theatre of war. Desperate in her efforts to hold back the forces already arrayed against her, sure at last that America's intervention is to be a thunderbolt and not a slap on the wrist, militarism is writing and turning and twisting in a mad effort to get out of its own trap. "The British army is invincible," exclaimed Lloyd George recently. The French army is invincible, and, if the temper of the men being drafted and the new officers who have just returned from their training camps is any criterion, the American army will be invincible. Civilization has been making ready; the real fight has just begun.

Why, in such circumstances, compromise with militarism? Its cry for peace is a cry for mercy uttered as the rumbling of the tumbrils nears. Its talk of a return to conditions ante bellum is a plea for release from the consequences of its criminality. The war lords under-estimate, however, the deliberate purpose of the Allies. The great democracies and liberal nations of the earth were driven into this affair. With fearful labor they have fought their way to a clear vision of better days, when there will be no pistol pointed at the head of civilization. They will not be cheated of that vision. They will not disgrace their dead and shame the glorious traditions of their valor by a weak and trouble-breeding withdrawal now. They have a goal before them, the extirpation of militarism and Kaiserism from the face of the earth, and until they have won that goal they will not stop.

THE GOLDEN-ARTERIED SOUTH

WAR devastated the South and threw it into poverty. War, half a century later, has injected gold into the arteries of the section and revived it. Prosperity was a little late in reaching down into Dixie, but when it did arrive it came in showers. Small banks have become important financial institutions. Farmers who had begun to wonder if their sons would ever be able to pay off more

edges on the homesteads are now debt-free and riding about in automobiles. They were talking last year of "Jim Crow" highways in Arkansas, so many gentlemen of color owned motocars. The farm loan banks have been an important influence, it appears, in putting Southern finances on a sound basis, as has the new Federal reserve system, but the main factor has been high prices for farm products. The most encouraging feature of the period, however, for the South is the rapid flow of surplus funds into manufacturing enterprises. Not only has diversified farming come to stick, but diversified industries also. A prosperous South is of advantage to the whole country, of course, even though its political prosperity may be a little too pronounced for comfort.

COAL CONTROL BEGINS

HAPPILY those very business principles which some coal dealers and operators justify as extortionate prices are exactly those providing a firm basis for drastic action by the Federal Government. Uncle Sam is running the biggest business on this continent. Even mine owners and lessees and fuel retailers will have to make way for it. William B. Scott, president of the Missouri and Illinois Company, which leases important Illinois coal mines, furnishes a cue for Federal measures. "There is no limit," confesses this official, according to dispatches. "We get what we can. I am doing all I can to get what I can." The Government can echo his words and has already begun to do so. As a preliminary step, Judge Robert S. Lovett, appointed to untie the distribution tangle, has directed forty-six railroads to give bituminous coal shipments from the mines for the Northwest by way of the Great Lakes precedence over other business. Following that action the President has fixed an average price of \$2 a ton for soft coal at the mines.

Under the coal control bill the President has power to do this, and, if necessary, to commandeer the mines. The coal business which so brazenly delights in getting all it can for fuel because of the advantages of the so-called "competitive" system will find it impossible to vie with the magnitude of the national war concern. That some coal men have gouged the public, Federal investigation has fully proved. Speaking for the city of Washington alone, the Federal Trade Commission announces that "figures show that there were no grounds for any claim of actual shortage of either anthracite or bituminous coal for the first five months of 1917." Furthermore, such profits as \$2.75 or \$2.90 per ton for egg, stove or nut coal handed in the capital during the month of May, the commission regards as "exorbitant and wholly unjustified."

Washington conditions are typical of those through the country. Inquiry in Topeka showed that the Kansas public paid \$6 a ton for coal sold by the operators to the railroads for \$2. If the exercise of might in an emergency is to be the code, the National War business has the upper hand. It is legitimately employed at once in fostering the mammoth enterprise of victory, whose achievement must largely depend on a square deal to the public.

GETTING READY FOR SIBERIA

WE NOTE indignant protests in the columns of our contemporaries over the attempt to foist Sheehan and his feigning methods on the city for another term. It appears that Mr. Sheehan's efforts to get the coin have endeared him to the heads of the Organization, sometimes referred to as political leaders. A man who takes the stand Mr. Sheehan has taken has a right to expect gang support. It would be rank ingratitude if he did not get it. Of course the continued incumbency of Mr. Sheehan would be an insult to the people of Philadelphia. That appears to be definitely established. But who are the people of Philadelphia that they should complain? They are too busy fighting democracy's battles abroad to fight in the same cause at home. Nevertheless, remembering how the people rose to smite bad leadership in 1912, we are optimistic enough to expect that if certain local Czars do not mend their ways in a hurry they will also discover just what the climate is in Siberia.

TRUST FUNDS

DOUBTLESS the Smith administration can find a dozen firms of engineers willing to report that a municipal transit system should pay its own way from the beginning, without consideration of collateral benefits resulting from the new facility. But there is no firm of engineers and there is no lawyer able to show that the people of Philadelphia did not vote for rapid transit with the distinct understanding that such collateral benefits should be used to assist in the financing of the new system. Transit funds are trust funds and must not be diverted from the use to which they were pledged. The Smith-Mitten lease proposes to give the P. R. T. millions that the P. R. T. in the Taylor lease agreed to do without.

New York's two corrupt draft officers, now under jail sentence, seem to have been hit by a cyclone.

Chaotically torn up Chestnut street isn't really the "No man's Land" it looks. It belongs to the dilatory contractors.

The railroads appear to be doing their bit in excellent style, but it must make Senator La Follette very angry.

If this man Haig keeps on winning the first thing he knows the United States Senate will be appointing an investigating committee to discover why he doesn't quit.

The shipment of tons of poisoned beans into Montana merely indicates that all of the German army is not in the trenches. Some of the members must be living in this country.

"Content to tax war profits becomes warm," says a headline. Heavy taxation of war profits is already provided. The content is to tax them still more. The idea of some statesmen seems to be that if the Government takes everything in the form of taxes it will be easier to sell bonds.

TRANSPORTATION VITAL IN WAR

The Administration is Getting Ready to Use Land and Water Lines to Their Fullest Extent

Special Correspondence of the Evening Ledger WASHINGTON, Aug. 21.

TRANSPORTATION just now is one of the nation's greatest problems. No one in authority in Washington will deny it; most men in authority assert it. Railroad men complain of legislative conditions that discourage the investment of capital for the purchase of equipment and the extension of lines. They declare their purpose to serve the country to the limit, but insist that restrictions and governmental oversight have retarded railroad development and tend to set it behind the actual needs of commerce. As far back as 1907 James J. Hill declared it would take \$500,000,000 to bring American railroads up to date. He was then talking in favor of a Mississippi River transportation route to the sea. Subsequently John F. Stevens, at one time chief engineer of the Panama Canal, made a similar statement. He was then third vice president of the New York, New Haven and Hartford Railroad Company. The railroads were up against it in 1907. They could not carry the freight. They are not much better off in equipment now than they were then, and there have been very few extensions of railroad lines since then. The physical conditions now, when every industrial nerve of the nation is on edge, are not much different from what they were in 1907. This makes the transportation problem a most serious one in view of our necessities. It involves the movement of munitions as well as the transfer of troops. The railroads have improved possibly in one matter of organization. They are now operating under a sort of Government control and their collective resources are more efficient than they were under separate and competitive direction in 1907. But even this does not bring the railroads up to the full measure of service required by the Government and the people. President Willard, of the Baltimore and Ohio Railroad, head of transportation committee of the Council of National Defense, admits it. Secretary Redfield, of the Department of Commerce, proclaims it. And now comes Vice President Burnham, of the Chicago, Burlington and Quincy Railroad, with an open appeal for the co-ordination of waterways with railroads.

"Some of the steamship people, shippers and the public generally," says Mr. Burnham in a letter made public by the Secretary of Commerce, "have in the past been inclined to the view that the railroads would by all means in their power discourage the use of water facilities by making low competitive rates and through refusal to participate in joint rates and through billing arrangements, declining to build tracks to docks, etc., and we want, if possible, to have this view changed as quickly as possible."

Such are among the evidences of a renewal of interest in the long-neglected and oft-derided opportunities for service afforded by our natural transportation opportunities.

Government Needs the Waterways

It is this turning to waterways in our great national crisis that emphasizes the importance of the rivers and harbors bill which was recently fought so bitterly in House and Senate. President Wilson attacked his interest in that bill as an emergency measure by promptly signing it. The appropriation carried by it, about \$27,000,000, was a mere bagatelle compared with the billions for war purposes being authorized by Congress, but the approval of it means no more nor less than that the waterways and harbors of the United States are to be kept in order for working purposes in war as well as in peace. It means that existing projects already serving the country as carriers of commerce are to be maintained and that wherever possible they are to co-operate with their more successful competitors, the railroads, in protecting and developing our national interests. It means, also, that certain important projects are to be undertaken that seemed to need the spur and lash of war to secure a beginning. The Government is building the Eschscholtz locks near the street called Broadway. There are two Dutch churches, several other meetings, and a pretty large townhouse at the head of Broad street. The Eschscholtz stands near the water, and is a wooden structure going to decay. From it a pier runs into the water called the Long Bridge, about fifty paces long, covered with plank and supported with large wooden posts. The Jews have one synagogue in this city.

The women of fashion here appear more in public than in Philadelphia and dress much as they do abroad generally in the cool of the evening and go to the Promenade.

President Gets Commission

In signing the new waterways bill, President Wilson not only recognized the relation of our inland waterways to the transportation problem but he also had the satisfaction of establishing a commission for which he has been contending since his induction into office. This commission, which is to consist of seven men, one each to be appointed by the President, will have wide jurisdiction in co-ordinating river and harbor work with such related questions as irrigation, drainage, forestry, swamp land reclamation, control of floods, and utilization of water power. While the eastern people are more particularly interested in new projects like the Chesapeake and Delaware canals and the Cape Cod canal, denunciation of which is provided for in the law, western representatives insisted upon this commission idea. Although the President backed it, it is substantially the Newlands commission scheme, which has been hanging fire in the Senate for over ten years. It contemplates that "comprehensive plan" for inland development which has been the theme of oratorical statesmen for half a century. The commission is to report upon the "co-operation of railroads and waterways, and promotion of inland navigation and commerce, and if it can bring about such co-operation the start of the waterway developer will be well justified. It is a tremendous charge which Congress and the President lay upon this commission, the membership of which is to be announced by the President, but the effort proved to be warranted by the times.

Tom Daly's Column

I DON'T CARE!
The only thing to take along on an motor trip is not to care.
-Dr. Frank Crane.
"Let us then be up and doing
With a heart for any fate!
If a motor cop's pursuing,
Do not fret, do not wait.
Hit the high spots with the driver—
That's an open drawbridge there!—
There goes grandma in the river—
'I don't care.'
Ever onward, upward straining,
Isn't it a lovely day?
Goah! the motor cop is gaining!
Here's a wagon in the way.
Missed it! How was that I wonder?
Listen to that farmer swear!
What's that noise? It wasn't thunder.
'I don't care.'
Our rear tire's flat and floppy;
Never mind, we mustn't stop.
Can't afford to meet that stobby
Still-pursuing motor cop.
Motorcars should all have armor—
There goes something, I declare!
Bang! the cop has hit the farmer—
'I don't care.'"

Arguments of any sort distress us, not alone because of our ineptness in such work, but also because they lead nowhere, but once we had a "war forced upon us." A savage and wild-speaking female attacked our sex. "Men," said she, "are not as honorable as women." We begged her to pause and inquire if she were not confusing "honor" with "virtue," in which case we were willing to acknowledge the impeachment. But she repeated her statement. Thereupon we grew eloquent over the conduct of certain men whose names shine in history. Passing over Regulus we waxed warm in the praise of the honor of men in general. "When a man gives his word," we said, "it's his bond, and that applies almost as surely to savages as to the so-called civilized nations. No real soldier will break his parole. The history of the world's wars, at least for three or four hundred years past, will show no breach of this rule." Here, remembering something, we paused; and our argument crumpled and we allowed ourself to be talked down. We had recalled the case of the German officers who broke their parole and ran away from League Island. Disgracers of their sex, and glorying in it! These creatures and the things they stand for cannot come victorious to the longed-for "peace with honor." Taus!

SAM MCCOY, whom we are glad to welcome to our staff of bright young men, has been knocking our favorite restaurant. He says they're serving corned beef and camouflage there now.

Dr. Alexander Hamilton, who passed this way from Annapolis in June, 1744, had this to say of New York in his journal:

Saturday, June 16, 1744, I breakfasted with my landlady's sister, Mrs. Rowell. In the morning Doctor Cushman called to see me, and he and I made an appointment to dine at Todd's. In the afternoon I took a turn thro' several of the principal streets in town, guarding against starting about me as much as possible, for fear of being remarked for a stranger, gaping and staring being the true criterion or proof of rustic strangers in all places. The following observations occurred to me:

I found the city less in extent, but by the stir and frequency upon the streets, more populous than Philadelphia. I saw more shipping in the harbour. The houses are more compact and regular, and in general higher built, most of them after the Dutch model, with their gavel ends fronting the street. There are a few built of stone, more of wood, but the greatest number of brick, and a great many covered with the pantile and glazed tile with the year of God when built figured out with plates of iron, upon the fronts of several of them. The streets in general are but narrow, and not regularly disposed. The best of them run parallel to the river, for the city is built all along the water, in general.

There is more of an urban appearance than Philadelphia. Their wharfs are mostly built with logs or wood piled upon a stone foundation. In the city are several large public buildings. There is a spacious church [Trinity Church, situated on Broad street, built in 1737, and destroyed in 1774] belonging to the English congregation, with a pretty high, but heavy, chimney steeple, also, the front of the street called Broadway. There are two Dutch churches, several other meetings, and a pretty large townhouse at the head of Broad street. The Eschscholtz stands near the water, and is a wooden structure going to decay. From it a pier runs into the water called the Long Bridge, about fifty paces long, covered with plank and supported with large wooden posts. The Jews have one synagogue in this city.

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PHIL-FRIEND
THE CHERICUS
For open air
And active occupations
Can sympathize
With him who lies,
Denied such recreations;
And if the clown
That struck him down,
All traffic laws transgressing,
Should with his bike
Serve thee the like
He'd scarcely earn thy blessing.
All sold and done,
'Tis sure no fun
To have thy pelvis busted,
And have to lie
For months laid by,
While all thy golf clubs rusted.
I would not state
That such a fate
Would stagger thee; I doubt it.
Yet I'd not find
Thee much inclined
To laugh and joke about it.
So, since the one
To whom 'twas done
Is still bright-faced and jolly,
With hearts a-brim
We hand to him
This wreath of oak and holly.



THE VOICE OF THE PEOPLE

Ireland's Varied Accomplishments—Soldiers' Pay—Haverford and the War

This Department is free to all readers who wish to express their opinions on subjects of current interest. It is an open forum for the Evening Ledger assumes no responsibility for the views of its correspondents. Letters must be signed by the writer and address of the writer, not necessarily for publication, but as a guarantee of good faith.

IRONY FOR ERIN

To the Editor of the Evening Ledger:
Sir—My blood simply seethes and boils when I read in your columns letters opposing the freedom of Ireland. As our great writer, George Bernard Shaw, said, and in Ireland we justly regard him as a much greater man than Shakespeare, "Is there anything more detestable and loathsome in arguing with an Irishman than tyrannically and oppressively to limit him to the senseless brutality of logic and facts?"

The only reply in such a debate is a vigorous rap on the head with your trusty shillelagh. The oppression under which Ireland groans just now is too heavy to be borne by any true patriot. The duty on whisky, under whose benevolent and grateful inspiration some of the finest literary fiction in the world has been produced by the great Irish race, has been raised to an absolutely prohibitive figure by England. Irishmen and taxes are forced from the Irish people much against their will. These will be entirely defrayed by the Government of the Irish Republic-to-be. We are compelled, much against our inclination, to sell our large produce to England, as no other market is convenient. In the future we shall change all this.

In proportion to her size, Ireland has produced more able men than any other country in the world. To state otherwise would be silly, senseless and servile modesty, which, thank God, is not an Irish vice. Where would America be without the noble Hibernian blood which pulses through every vein of her system? Where do you find such learned and fearless judges, such impartial, just, lawgiving magistrates, such a magnificent, popular and kindly police, beloved by all, criminals and good men alike? In what other country do you find such noble, unselfish, disinterested politicians, such hard-working, noble ward leaders? Answer me, where are they to be found?

Who run most of the beautiful, handsome, well-patronized saloons, where a thirsty man finds ever a hearty welcome? Again the answer is, the Irishmen do. Are more proofs necessary of the heroic part which the Irish play in this country? Who writes the most beautiful patriotic songs, who produces the best actors and comedians, who produces so many brave warriors as the old Irish fighting Sixty-ninth Regiment? Again I say, traducers beware. Nobody but an Englishman can write, read or understand Irish history correctly. Ireland's day is dawning when she shall be free, powerful, unfettered and respected and honored by all the great Powers. With any weapon ye like, the sword, pen or jawbone, nobody can bate DAN McDERMOTT. Philadelphia, August 18.

HAVERFORD'S ATTITUDE ON THE WAR

To the Editor of the Evening Ledger:
Sir—It is my desire to correct an impression which your readers may get from articles about the "American Friends' Reconstruction Unit No. 1. Practically speaking, only one-tenth of the unit are Haverford College men and none of them are Haverford undergraduates. Since the college has granted these men the privilege of training on the college grounds and of using the dormitories I can readily understand why the members of this body should be mistaken for undergraduates.

I am drawing the distinction because the sentiment embodied in the unit is not that of the majority of the Haverford students, a considerable number of whom have enlisted in various branches of the service. These men are not opposed to fighting or encouraging others to help. If they believe in fighting for a cause which they believe to be just, A HAVERFORDIAN. Haverford, Pa., August 16.

FUND FOR "MOTOR AMMUNITION BOYS" STARTED

To the Editor of the Evening Ledger:
Sir—Please find enclosed \$1 toward a fund for our boys of the motor ammunition train. I hope it will be the means of an excursion train once a week, don't you so far away we could do more. Why are there no Sunday excursions to the encampment? Four dollars and forty-eight cents is a whole lot when you only make \$8 a week. It doesn't seem fair that we can't see our dear ones while they are still in the country. We may have to let them go away from us all too soon. I think the railroad companies ought to open their hearts and run an excursion train once a week, don't you? I know visitors would be glad to contribute their mite. I hope my little gift will be the means of bringing others. Philadelphia, August 17. E. S. L.

THE FOOL AND HIS CAR

When I read of the wrecking of motors, I feel
The car that goes wrong has a fool at the wheel.
Divorce from the car is the law that they need—
The fool and his car should be parted.
The driver who takes all the crossings on high
And never looks out whether trains be nearby.
Who runs down the watchman and smashes the gate,
And puts all his trust in the kindness of Fate—
The fool and his car should be parted.
The chauffeur who tears along populous streets,
Who misses the trolley by marvelous feats,
Who "burns up the road" and prefers the wrong side,
And tells of his exploits with voluble pride—
That fool and his car should be parted.
The driver who mixes his drinks and his gas,
The chauffeur who drives with an arm "round a tree,"
The fool who converses and turns back his head
To hear what his friends in the tonneau have said—
Such fools and their cars should be parted.
The fool is a creature that never can learn,
The fool very often has "money to burn."
And drivers who carry more dollars than sense
Just charge up their fins to the running sense.
The fool and his car should be parted.
—Motor Life.

What Do You Know? QUIZ

- 1. To what office has Judge Robert S. Lovett been appointed by the President?
2. What is the difference between a stalwart and a stalagmite?
3. Who was the first President of the Third French Republic?
4. The most famous belle of the White House was a Quaker. Who was she?
5. What is the meaning of the French military term "pled-g-terro"?
6. Who is the present Mayor of Chicago?
7. What does the title of Wagner's opera, "Die Gotterdammerung," mean?
8. What is the eastern terminus of the trans-Siberian railway?
9. Who is the author of the expression, "The great unwhipped"?
10. Who was Anne Hathaway?
Answers to Yesterday's Quiz
1. Baron Moncheur is head of the Belgian mission.
2. One of the grandmothers of the novelist, Alexander Dumas, was a niece of Hank.
3. Attila, the Hun, died in A. D. 452.
4. Bismarck sided with Austria in the war between that country and Prussia in 1870.
5. Vance McCormick was campaign manager for Wilson during the last presidential campaign.
6. The line, "One touch of nature makes the whole world kin," occurs in Shakespeare's "Titus Andronicus."
7. Major Andre was born in Geneva in 1751.
8. Robert E. Lee formerly owned the ground composing the Arlington National Cemetery, near Washington.
9. Columbus made four voyages to the New World.
10. A nihilist is a specialist in, or a collector of, coins.

A PHILADELPHIAN IN FICTION

THE vividness of Rebecca and the comparative paleness of Rowena in Sir Walter Scott's "Ivanhoe" have been frequently noted. There was an excellent reason for this contrast in color. Rowena was imaginary. Dark-tressed Rebecca had a definite prototype—a Philadelphian of distinguished charm and touching history. Her name was Rebecca Gratz. Her story is a fact of culture. Jewess who loved a Christian. Racial and religious obstacles barred their union. It is probable that the intensity of their mutual devotion would have eventually worn down these barriers, but for the fact that she was a woman. Philadelphia, was lost at sea at the age of twenty-three. He had sacrificed his life in the shipwreck in an effort to save a lady who was of no interest to him but for the fact that she was a woman. Miss Gratz never married. She considered that her union with Fenno had been spiritual and binding. As a mistress of the arts, Rowena in Philadelphia lived for many years a life of culture and hospitality. Her brother, Hyman, was one of the founders of the Pennsylvania Academy of the Fine Arts. To the circle in which she moved Washington Irving was a frequent visitor. Throughout his long and active life the author of "The Sketch Book" had had an affair of the heart. His fiancée, Judith Hoffman, had died at the age of eighteen in the arms of her close friend, Rebecca Gratz. Miss Hoffman was a relative of Charles Fenno's. The links of association between Irving and the beautiful Jewess, therefore, took on an added permanency from this background of double tragedy. Throughout his long years of bachelorhood, Miss Gratz had no stancher admirer than Irving. He decanted of her charms, her culture, her sweet and unselfish personality. Scott and Irving first met abroad in 1817. They were sympathetically attracted to one another, and when a lady in a blue dress had been reached it was perfectly natural for Irving to turn to his favorite theme of Rebecca Gratz, of Philadelphia. He described her wonderful beauty, her high spiritual and mental gifts with such enthusiasm that Scott became deeply interested and thereupon decided to introduce into "Ivanhoe" whose plot he was at the time planning, his most famous and convincing character. When the book was finished in December, 1819, "The Wizard of the North" sent the first copy to Irving. There was an accompanying letter which asked, "How do you like your Rebecca? Does the Rebecca I have pictured compare well with the pattern given?" Philadelphia contemporaries with Scott always entertained an especially affectionate regard for his "Ivanhoe." The origin of his finest portrait was well known here. Miss Gratz herself said little about the honor, and it is recorded that she never allowed her name to be mentioned in connection with the matter.